
City of San Antonio



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Executive Summary

In preparation for the 1st Session of the 108th Congress, the City of San Antonio has identified ten legislative and regulatory issues to be included in its 2003 Federal Initiatives Program. These issues were identified in cooperation with the City's federal consultants, coordinated through the External Relations Department, with assistance from the City Manager's Office, representatives from all City departments and local public agencies. Issues were reviewed by the City Council Intergovernmental Relations Committee, chaired by Councilman Bonnie Conner and including Councilmembers David Carpenter, Toni Moorhouse, Bobby Perez and Carroll Schubert.

The Federal Initiatives Program addresses legislative and regulatory issues related to the funding and development of a comprehensive homeland security plan for San Antonio, obtaining an \$81 million Letter of Intent (LOI) from the Federal Aviation Administration for the San Antonio International Airport; supporting a national energy policy that promotes the increased production, supply, transportation, and conservation of domestic energy resources as well as safeguarding the interests of municipally-owned electric utilities; advocating initiatives that will maximize the economic value of San Antonio's current and former military bases in preparation for the 2005 Base Closure and Realignment process; obtaining a two-year "port of entry" designation for the San Antonio International Airport; and supporting legislation to enhance logistics/distribution and trade promotion capabilities related to the Inland Port San Antonio initiative.

Appropriations and grant-based initiatives include securing \$63.9 million to enhance the City's Emergency Operations Center and to carry out the objectives of the *Anti-Terrorism Plan for Bexar County and San Antonio*; \$18.8 million from the U.S. Department of Housing and Urban Development to assist in the redevelopment of the Victoria Courts; \$5 million to support the educational research and development efforts at the Center for Infrastructure Assurance and Security at UTSA; \$3.52 million in federal funding for phases IV and V to complete the Mission Trails Project; \$3 million in financial support to plug abandoned water wells in Bexar County; \$2.8 million in continued funding to support facilities and research at the Brooks City-Base Center of Excellence in Biotechnology/Bioprocessing Education and Research; \$2.5 million in federal assistance to establish the KellyUSA Material Science and Engineering Lab & Center of Excellence; \$1.7 million in direct funding to the San Antonio Water System to upgrade security infrastructure and develop security and threat assessment training for its employees; and supporting significant funding increases in federal surface transportation programs through the reauthorization of the Transportation Equity Act of the 21st Century.

While Congress is in session, the City Council Intergovernmental Relations Committee will meet periodically to review the City's priorities and receive updates from its government affairs team on pending legislative and regulatory affairs. As additional issues of interest to San Antonio arise during the session, the Committee will review each one, and, if necessary, submit recommendations to the full Council for consideration.

The government affairs firm of Loeffler, Jonas & Tuggey, L.L.P., has been retained to represent, advise and consult with the executive and legislative branches of the federal government on behalf of the City. Additionally, the City of San Antonio will continue to work closely with the National League of Cities and the U.S. Conference of Mayors on a variety of municipal issues pending before Congress and the Administration.

Homeland Security Appropriations

PROPOSAL

To support block grants or direct appropriations in the amount of \$63.9 million, which will be utilized to implement the training, equipment, enforcement strategies and related goals and objectives of the *Anti-Terrorism Plan for Bexar County and San Antonio*.

BACKGROUND

Since the tragic events of September 11, 2001 the City of San Antonio and Bexar County have joined forces to develop a framework for building on their existing local governance partnerships for emergency management. Working with currently available resources, they have strengthened their existing systems, made them more efficient and insured that the best emergency response services will be delivered to its citizens. However, to address the pressing need for improving homeland security, both governments have analyzed their future needs and have formulated a needs assessment that is addressed in the following anti-terrorism strategic plan.

The *Anti-Terrorism Plan for Bexar County and San Antonio* is divided into 11 distinct categories that separately addresses a specific need, but collectively, provides both Bexar County and San Antonio a seamless, comprehensive, coordinated emergency operating system, capable of responding to all natural disasters or attacks by chemical, biological, or nuclear agents, or any other terrorist actions. These categories are as follows:

Category 1 - Emergency Operations:

City of San Antonio

- Emergency Operations Center, remodeling, enhanced communication equipment;
- Fire, command vehicle, rescue equipment;
- Haz-mat, equipment and training;
- Police, command vehicle and equipment; and
- Emergency Medical Service, equipment and training.

Bexar County

- EOC, Sheriffs, Medical Examiner, fire, equipment and training.

Total \$8,100,684

Category - 2 Terrorist Investigations:

- Create a full-time anti-terrorism investigator assigned to the Bexar County District Attorney's Office anti-terrorism task force.

Total \$61,210

Category 3 - 911 System

Virtual Emergency\Event Management System (VEEMS)

- Multiple jurisdiction access;
- Multiple incident capability;
- Call-back notification system;
- Web-based incident management; and
- Mapping and plumbing software.

Total \$793,798

Category 4 - Public Health:

- Lab upgrades;
- Technological/communications;
- Pharmaceuticals;
- Personal Protective Equipment; and
- Training.

Total \$497,835

Category 5 - Public Education:

- Child/Day Care education program; and
- Shelter-in-place public education program.

Total \$204,743

Category 6 - Hospitals:

- Communications;
- Surveillance;
- Personal Protective Equipment;
- Facilities;

- Decontamination; and
- Training.

San Antonio has 14 major Hospitals (Baptist system 5, Methodist system 4, Christus Santa Rosa System 2, Nix, SWG, University).

Total \$49,055,486

Category 7 - Emergency Operations Center:

- Combined City/County Emergency Operations Center Facility;
- Medical Operations Center included in facility;
- Military Liaison capability; and
- Additional personnel.

Total \$7,221,500

Category 8 - School Districts:

- Review and revise Crisis Response Plans; and
- Disaster planning education.

Total \$208,600

Category 9 - Medical Preparedness:

Working Committees

- National Pharmaceutical Stockpile;
- Public Health;
- Education; and
- Hospital-EMS.

Total \$144,500

Category 10 - Research and Development:

- Identification of threats;
- Identification of more effective responses;
- Partners; and
- City of San Antonio, Bexar County Office of Applied Solutions, Texas Engineering Experiment Station (TEES), University of Texas San Antonio Center for Infrastructure and Assurance, Air Intelligence Agency at Lackland Air Force Base.

Category 11 - Private Sector Development:
(Funding from sources outside of this request)

Enhancement of biotech, technology support and education

This effort will be coordinated through:

- San Antonio Institutional and Military Partners Accelerating the Commercialization of Technologies for Security (SA IMPACTS); and
- As well as over 200 other participants.

**Brooks City-Base Center of Excellence in
Biotechnology/Bioprocessing Education & Research**

To secure a one-year \$2.8 million federal appropriation for the facility renovation of a building at Brooks City-Base as well as to fund related educational research that will help prepare the city, state and country for a possible bio-terrorism attack.

The University of Texas at San Antonio (UTSA), in conjunction with Brooks City-Base, has been working to create a Center of Excellence in Biotechnology/Bioprocessing Education and Research (CEBBER) to be located at Brooks City-Base. A total of \$3.1 million has been already been appropriated by Congress to renovate and equip an existing building, which will be used in the research of cell and tissue culture and bacterial growth. The state-of-the-art equipment will be used to purify materials used in vaccine development, biosensor production and biological pharmaceuticals, all of which address urgent national needs and, in particular, address possible terrorist biological attacks with biological and chemical weapons. Additional non-federal funding will be sought. In December 2002, a Texas foundation donated \$700,000 to purchase additional equipment.

The funding request of \$2.8 million will be utilized for start-up costs, such as staffing, research and development and operational support of the facility. The goal is to bring this facility to full operation in a minimal amount of time so that the development of biosensors, vaccines, related scientific discoveries and the training of personnel, is done in a timely manner for use in our national defense. (Please see Appendix A for further information.)

Center for Infrastructure Assurance and Security (CIAS)

To secure a one-year \$10 million federal appropriation from the Department of Defense Appropriations bill to support the research and development efforts of the Center for Infrastructure Assurance and Security (CIAS).

The CIAS would leverage San Antonio's assurance infrastructure and security strengths by helping to overcome the nation's shortage of IAS talent and resources. The CIAS would serve as the anchor for a collaborative, multi-tiered program, coordinating its efforts between the Air Intelligence

Agency at Lackland AFB, private sector IAS companies, local colleges and universities, and other related training and research institutions. The hope is that CIAS would become the funding source to support undergraduate as well as graduate research to develop San Antonio's base of IAS talent, positioning the city to make significant contributions to homeland security. (Please see Appendix B for further information.)

Vaccine Production Facility

To support the creation of a Department of Defense (DOD) vaccine production facility in San Antonio, preferably at the Brooks Technology and Business Park, and to support the development of San Antonio as a recognized center for homeland security research and development.

With the federal government's increased emphasis on homeland security, it is anticipated that there will be renewed efforts to accelerate the research, development and testing of new medical countermeasures to protect citizens from biological warfare agents. Recently, the Secretary of Defense received authority under the 2002 National Defense Authorization Act to design and construct a vaccine production facility to prevent and mitigate the effects from exposure to chemical and biological agents. In response, the City of San Antonio, in partnership with academic institutions, biomedical organizations, utility providers and other stakeholders, began leveraging its broad-based research, medical and biotechnology assets to pursue homeland security research and development grants. Securing these types of grants will greatly enhance the city's ability to attract a federal vaccine production facility as well as facilitate the success of Brooks City-Base, spur growth in San Antonio's strong bioscience and information technology sectors, and provide new good paying high-tech jobs for the local area. (Please see Appendix C for further information.)

Water Quality & Infrastructure Security

To secure \$3 million to plug abandoned water wells in Bexar County and \$1.7 million to meet the San Antonio Water System's (SAWS) infrastructure security needs.

Abandoned water wells pose a serious threat to groundwater resources, a liability risk to landowners, and a safety hazard to children and animals. Additionally, they allow water runoff to flow directly into the Edwards Aquifer, often carrying fertilizers, pesticides, herbicides, urban pollutants and waste from both wildlife and livestock. Abandoned wells are also susceptible to intentional terrorists acts of contamination. Currently, no mechanism exists to fund the plugging of abandoned wells located on land for which the owner cannot be located or does not have sufficient funds.

As for SAWS' security needs, the City's municipal water utility has taken aggressive steps to safeguard the community's water supply in the wake of September 11th. It is currently looking to fund its proposed security improvements by targeting funding opportunities aimed at protecting municipal water systems. If SAWS is successful in gaining federal assistance, these funds will be used to implement a chemical-biological contaminant monitoring system, conduct security audits and threat assessments, enhance its "first responder" training, and strengthen employee screening. (Please see Appendix D and E for further information.)

FINANCIAL IMPACT

The financial impact of this initiative cannot be determined at this time. It is anticipated that the full appropriations request will be received over several years. There may be increased operational costs to the City for the successful completion of enhancements to the Emergency Operations Center, but these costs will only be known as funding is secured.

HOPE VI

PROPOSAL

To secure \$18.8 million in HOPE VI funding from the federal Department of Housing and Urban Development to assist with the redevelopment of the Victoria Courts.

BACKGROUND

HOPE VI

Revitalization of Severely Distressed Public Housing – The City supports the reauthorization of the HOPE VI program at the proposed funding level of \$625 million for FY 2003. In addition, the City will advocate that the definition of “severely distressed public housing” be amended to: enable local housing agencies to serve all public housing populations, including families; give equal emphasis to physical and social or community distress; and (3) reduce the emphasis on, or requirement for, demolition of public housing units as a criteria for approving an application or redevelopment plan.

Revitalization of the Victoria Courts – The City envisions utilizing federal grant funds to build a new 602-unit mixed-income residential community. The revitalization plan for the Victoria Courts will be comprised of 430 mixed-income rental units and 172 home ownership units of varying types – stacked duplex, town home, condominium and single-family units. Twenty five percent of the new housing will be public housing units integrated throughout the development, 66 percent will be targeted to market rate families and nine percent will be aimed at low-income families. The existing community center is slated to be renovated and will serve both new and neighborhood residents. Victoria Courts will have integrated green space, including a six-acre park with pedestrian walkways and a dual-use sports field. In keeping with the character of the historic Lavaca neighborhood, the building architecture will utilize materials found throughout the area, such as limestone facades, tin roof and prevailing Victoria color schemes. The net result will be a development that provides affordable housing and helps to revitalize the downtown area economy with retail stores and recreation sites for the residents and community in and around the Victoria Courts.

FINANCIAL IMPACT

If the San Antonio Housing Authority is successful in obtaining an \$18.8 million grant award to complete its proposed revitalization plan of the Victoria Courts, it will revitalize an important part of San Antonio’s “inner city” by preserving the area’s local heritage, providing affordable housing and improving the quality of life for community residents.

Inland Port San Antonio

PROPOSAL

To support federal legislation and/or regulatory action that will enhance the logistics, distribution and trade promotion capabilities related to the Inland Port San Antonio initiative, specifically those that involve the deployment of the International Trade Data System (ITDS) and the implementation of cross border trucking.

BACKGROUND

The Inland Port San Antonio concept promotes all of the transportation and logistics facilities and services related to international trade processing in San Antonio. More than 50 percent of all goods flowing between the United States and Mexico travel through San Antonio before reaching their final destinations. San Antonio's strategic logistics and transportation assets include its direct access to Interstates 10, 35, and 37 and an additional four U.S. highways; its coast-to-coast rail links; a Union Pacific intermodal rail facility adjacent to KellyUSA; and two airports with air cargo capability (KellyUSA and San Antonio International Airport).

Specific federal legislative/administrative items to address in 2003 include:

International Trade Data System (ITDS) Deployment/Demonstration Project for San Antonio

ITDS is a federal government information technology initiative (Initiative IT06) of the National Performance Review. The goal of ITDS is to implement an integrated government-wide system for the electronic collection, use, and dissemination of international trade data. ITDS facilitates information processing for businesses and over 100 federal agencies involved in international trade.

With ITDS, traders will submit standard electronic data for import or exports only once to ITDS. ITDS will then distribute this standard data to the pertinent federal agencies that have an interest in the transaction for their selectivity and risk assessment. Shippers using ITDS will be able to use special expedited lanes at border crossings dedicated to ITDS traffic. ITDS is designed to improve the efficiency and security of U.S. border ports of entry. Implementation of ITDS is critical to the long-term viability of San Antonio as an inland port and center for trade processing. An efficient and congestion-free border is necessary for San Antonio to become an economical option for distribution logistics activities vis-à-vis Mexico. ITDS was tested through a prototype program called the North American Trade Automation Prototype (NATAP), in several locations including San Antonio. The San Antonio test, conducted by Ryder Integrated Logistics at KellyUSA, demonstrated that the system could work effectively from off-border locations such as San Antonio.

According to officials with the U.S. Department of Transportation (US DOT), ITDS is scheduled to be deployed in late 2003. Because ITDS has built-in security enhancement features, the Office of Homeland Security, US DOT, and federal Customs officials have placed ITDS on a fast track for implementation. However, in order for the expedited schedule for ITDS deployment to be maintained, it must be fully funded by Congress. In addition, it is vital that Laredo be one of the first ports of entry to have ITDS deployment. Laredo is the busiest port along the U.S.-Mexico border. As such, it is important to ensure that it continues to operate as efficiently as possible. It is also the primary border crossing for trade with Mexico moving in and out of the San Antonio region. Officials in Laredo have expressed their support for the implementation of ITDS and its deployment in Laredo. It is an initiative strongly supported by the new Laredo-San Antonio Corridor Coalition.

Because ITDS is designed to allow shippers to use the system from near and remote locations, it is essential to demonstrate that the system can work efficiently for shippers located far away from the border. It is also important that San Antonio begin benefiting from the ITDS deployment in Laredo immediately. To this end, San Antonio is seeking to have a demonstration project established between itself and the city of Monterrey, Nuevo Leon as part of the Laredo deployment of the system, which will show the capability of ITDS for shippers located in both two cities.

To implement ITDS, the following objectives must be achieved: (1) obtain support from the San Antonio congressional delegation for the full funding of ITDS; (2) request that Congressman Henry Bonilla place language in the appropriations bill to fund ITDS as well as requiring that Laredo become one of the first two border ports of entry to where the system will be first deployed; and (3) insert additional language that requires Customs and the US DOT to establish a demonstration project between San Antonio and Monterrey as part of the Laredo deployment of ITDS, with a \$500,000 earmark in the appropriations bill to fund it.

Implementation of Cross Border Trucking

With President Bush's recent announcement that Mexican trucks will be allowed beyond the 20-mile commercial zones of the 27 border cities, San Antonio's Free Trade Alliance will be working to train and prepare Mexican carriers so they can begin operations as soon as the border opens. Cross border trucking will allow shippers in the U.S. and Mexico to transport their products from destinations in the interior of Mexico to destinations in the interior of the U.S. (or vice versa). Because the success of cross border trucking is an essential element of the Inland Port San Antonio concept, it is very important that local, state and federal officials closely monitor its implementation in order to address any regulatory or logistical impediments that may arise.

FINANCIAL IMPACT

The fiscal impact on the City of San Antonio's budget is contingent upon the success of this initiative. Although increased demand on the City's infrastructure is anticipated, the economic benefit is expected to create a net positive result.

International Airport Letter of Intent Funding

PROPOSAL

To obtain an \$81 million Letter of Intent (LOI) for airport grant funding from the Federal Aviation Administration (FAA) to supplement the San Antonio International Airport's capital improvement plan.

BACKGROUND

A LOI is a multi-year Airport Improvement Program discretionary grant commitment (typically over ten years) that is awarded by the FAA to fund airport capital improvement costs "for airside development projects with significant capacity benefits."¹ The City plans to use the proceeds from the LOI grant to fund a portion of the costs of needed airfield capital projects, including runway and taxiway improvements that are designed to increase the airport's operations capacity.

Airports requesting LOI grant funds must demonstrate the importance of their projects in terms of expected capacity enhancements. Grants are awarded on a competitive basis. Therefore, the City of San Antonio will be competing against other airports for limited LOI funds.

FINANCIAL IMPACT

The City plans to apply for approximately \$81 million in LOI funds, which hopes to receive during fiscal years Fiscal Year 2002 through FY 2011.² These funds would amount to approximately 23 percent of the airport's \$350 million projected capital improvement costs over the next ten years.

The proposed improvements will increase the airport's capacity by approximately 30 percent, helping to avoiding unnecessary flight delays. Without the LOI grant funds, the City's Aviation Department would have to issue additional debt and likely postpone the completion of its capital improvement plan.

¹ U.S. DOT FAA, "Policy for Letter of Intent Approvals Under the Airport Improvement Program." *Federal Register*, Vol. 59, October 31, 1994.

KellyUSA

Material Science and Engineering Laboratory and Center of Excellence

Proposal

To secure \$2.5 million in federal funding to establish the Material Science and Engineering Laboratory and Center of Excellence at KellyUSA.

Background

The Greater Kelly Development Authority (GKDA) has been vigorously working to convert KellyUSA into a recognized center of excellence for transportation-related matters. The authority already has Boeing, Lockheed Martin, Standard Aero, General Electric, Pratt & Whitney, and several other companies doing aviation-related repair work on aircraft and engines. KellyUSA has joint use of an 11,500-foot runway and is ideally suited to become an international air cargo hub. With regard to rail service, the GKDA has a memorandum of understanding with Union Pacific Railway and the Port of Corpus Christi to jointly pursue rail-related projects that will jointly meet the business needs of each of the entities. In addition, KellyUSA is centrally located at the intersection of three interstate highway systems – IH-10, IH-35 and IH-37. KellyUSA is expected to play a major role in cross border trucking with its development into an international logistics and distribution center. The collective impact of these various modes of transportation places KellyUSA in a unique position to be a leader in transportation issues.

The Material Science and Engineering Laboratory and Center of Excellence will help KellyUSA establish and support deployment of internationally-recognized transportation industry standards for maintenance, repair and overhaul (MRO) of vehicles and systems, with an emphasis on assured safety. It will also be a focal point for the development of scientific and engineering solutions regarding national transportation issues. Additionally, this project is part of the GKDA's effort to take advantage of several million dollars of Air Force equipment, whose ownership was transferred to the authority.

Financial Impact

Federal funding would allow this nationally significant project to overcome initial funding shortfalls, take advantage of several million dollars of Air Force equipment that was transferred to the GKDA, and become a resource for the resolution of significant transportation-related material issues. If funded, the Material Science and Engineering Laboratory would establish a core program of education and research for advanced degrees in material sciences and engineering at the University of Texas at San Antonio as well as develop opportunities for individuals to participate in aviation industry jobs that will prepare them for rewarding and lucrative careers in the transportation industry.

Military Affairs

PROPOSAL

To promote legislative and regulatory initiatives that will enhance the economic value of our current and former military installations as well as to assist the community's efforts in preparing for the 2005 Base Closure and Realignment process.

BACKGROUND

Once the home of five active military installations, San Antonio is now home to three active installations, after the closure of Kelly Air Force Base and the transfer of Brooks Air Force Base to the Brooks Development Authority. In total, there are more than 73,000 defense jobs in the community generating a direct economic impact to the local economy of almost \$5 billion. In preparing for BRAC 2005, the San Antonio community has continued partnering with the armed services on initiatives that will help increase the military value of its bases and missions here, while also assisting them in achieving efficiencies to reduce infrastructure support costs. The focus will not be just on the retention of existing missions, but on making local installations more competitive sites for attracting new military missions and jobs.

The San Antonio Military Missions Task Force (SAMM), established by the City, in partnership with Bexar County and the Greater San Antonio Chamber of Commerce, is serving as a community-wide forum to prepare for BRAC 2005. SAMM is currently developing a BRAC 2005 strategy that will require community-wide support for funding and implementation beginning in 2003. In addition, the City Council Military Affairs Committee that was established in June 2001, has been visiting each of the local military installations to discuss potential partnership initiatives and BRAC-related issues with local commanders.

Since the last round of BRAC in 1995, the City has been proactive in working with its military installations and leveraging the assets of its military installations to promote economic development. Two major initiatives are the Brooks City-Base project and the Fort Sam Houston public-private leasing partnership. Both of these projects are unique, pace-setting Department of Defense (DOD) initiatives.

Under the Brooks City-Base project, the Air Force transferred its base property to the Brooks Development Authority (BDA) on July 22, 2002. The BDA then executed a long-term leaseback contract with the Air Force for almost all of the transferred property. As a result, the City is now providing municipal services to Brooks City-Base, while the BDA is providing property management and development services for the park. Brooks City-Base has helped the Air Force significantly reduce infrastructure support costs. The City expects to benefit by retaining its Air Force missions and jobs and leveraging the unique physical and intellectual Air Force assets at Brooks to promote development in and around the base through establishment of the Brooks Technology and Business Park. One

additional development initiative the community is pursuing is the potential establishment of a DOD vaccine production facility at Brooks.

At Fort Sam Houston, the Army has signed a 50-year lease with Orion Partners, Inc., and Roy F. Weston, Inc. for more than 500,000 square feet of space in three historic buildings--the old Brooks Army Medical Center and two wings of the Beach Pavilion Complex. Orion/Weston expects to finance approximately \$50 million in renovations by securing long-term leases with commercial and public sector tenants. The success of this unique partnership is critical to assisting the Army in reducing infrastructure support costs and generating net cash flow for both the Army and Orion/Weston. The City and community, therefore, should assist Orion/Weston in finding tenants for these facilities. One of the new tenants will be the U.S. Army South Headquarters, which is relocating from Puerto Rico to Fort Sam Houston in 2003 and bringing 500 new jobs to San Antonio. Furthermore, in response to the events of September 11th, Fort Sam Houston is currently constructing eight new permanent gates around the installation and has closed off another entrance to the installation. This entrance previously served as a major thoroughfare used by the public and the City's public safety agencies. As a result of these security measures, the City is working with the Army to assess the impact on the community, particularly with regard to public safety, traffic and businesses around the base.

The City of San Antonio is also fortunate to have two major military medical centers (Brooke Army Medical Center and Wilford Hall Medical Center) that participate in a number of unique projects with local research, educational and health institutions. These medical centers also participate in the City's Level 1 trauma network, in partnership with the County's University Health System. While these military facilities provide valuable medical training, they are incurring annual losses exceeding \$30 million. This excessive cost could become an issue during BRAC 2005, threatening the continued presence of these facilities in our community. As a minimum, legislation is needed to legitimize the military's participation in providing trauma care to non-DOD beneficiaries and to accept funds from state/local agencies for providing such care. This unique military-community relationship can set the stage for a Homeland Security demonstration project, one in which the DOD partners with the community to explore, develop and implement methods of cooperation on medical preparedness and disaster response.

At KellyUSA, the Greater Kelly Development Authority (GKDA) continues to implement the strategic plan developed by the 1995 Initial Base Adjustment Strategy Committee. To date, GKDA has successfully created over 5,400 new commercial jobs and has leased out 70% of its available space. New tenants include major aerospace industry players such as Boeing, Lockheed-Martin, Chromalloy, Standard Aero and Pratt & Whitney. In the past 12 months GKDA has completed over \$70 million in new construction and facility upgrades, including the building of a new hangar facility to accommodate Boeing's expansion. With the City's Air Cargo Study nearing completion, planning is underway to establish air cargo operations at KellyUSA. GKDA is also partnering with the City, the Port of Corpus Christi, the Texas Department of Transportation and major railroad companies to establish inter-modal operations at KellyUSA, with critical linkages for truck traffic being provided by the planned Kelly Parkway. The success of this partnership as well as the funding of this transportation initiative is key to creating Inland Port San Antonio.

The future of its military installations is a high priority for San Antonio. The community must remain focused on preserving and enhancing its existing defense establishments and continuing the successful redevelopment of KellyUSA. Specifically, the following goals and initiatives should be pursued with both the Administration and Congress:

- Support initiatives that will help make Brooks City-Base a success. Of highest priority is acquiring military construction (MILCON) funding in the FY 2004 budget for a \$22.5 million Tri-Service Research Facility at Brooks City-Base (see Appendix F).
- Support language in the Defense Authorization and Appropriations Act that will authorize both the Brooke Army Medical Center and Wilford Hall Medical Center to participate in the City's Level 1 Trauma Network as well as providing care to non-DOD beneficiaries. Also, to secure top-line funding from the Defense Health Program to develop this initiative into a Homeland Security demonstration project.
- Support federal funding to assist the City in mitigating and responding to the economic impact on the community from the closure of the New Braunfels gate entering/exiting Fort Sam Houston, including new gate construction around the installation.
- Support the relocation of federal organizations and agencies to government facilities on the campuses of KellyUSA, Brooks City-Base and Fort Sam Houston. All three installations are excellent candidates for Customs, Drug Enforcement Agency and relocating DOD missions.
- Support continued Military Construction (MILCON) projects at each of the city's military installations, specifically the construction of the Mobility Center and the Inter-American Air Force Academy at Lackland Air Force Base.
- Support programs administered by the U.S. Economic Development Administration (EDA) as well as increased funding for the EDA Austin Regional Office. The City intends to seek additional EDA grants for KellyUSA development, Brooks City-Base implementation, and other targeted economic development projects.
- Support DOD efforts to streamline and simplify regulatory initiatives aimed at reducing infrastructure support costs at military bases, including outsourcing and privatization.

FINANCIAL IMPACT

By expanding and enhancing the missions of San Antonio's military installations through the formation of community and military partnerships and the reduction of infrastructure support costs, it is less likely that San Antonio will be negatively impacted from another base realignment or closing and the resulting economic disruption that may occur from such an action. The successful redevelopment and commercialization of KellyUSA, continued establishment of Brooks City-Base, and the implementation of a business/leasing plan for Fort Sam Houston will result in the creation of new jobs and promote the diversification and expansion of the local economy.

Mission Trails Project

Proposal

To secure \$3.52 million in federal funding for phases IV and V to complete the Mission Trails Project, which would be used for road and walkway improvements, hike and bike trails and other related infrastructure, stretching from the Alamo to Mission Espada.

Background

The Mission Trails Project provides for drainage, street, and park improvements to connect the five historic missions. Phase IV provides for street and drainage improvements, enhancements on Mission Road from Mitchell to Roosevelt, and on Roosevelt from Mission Road to St. Mary's Street. Also included are enhancements to the Alamo, from Durango to Alamo Plaza, and hike and bike trails along the San Antonio River from IH-10 north to Eagleland. Phase V provides for signage and delineation features for the entire length of the project.

During the 2nd Session of the 107th Congress, Congressman Ciro Rodriguez requested a \$3.52 million appropriation for the Mission Trails Project. The congressman's request for funding was placed in the FY 2003 Transportation Appropriations Bill, under the "Transportation and Community and System Preservation Pilot Program." However, only two of the 13 regular appropriations bills (Defense and Military Construction) were enacted when the new fiscal year began (October 1, 2002). During the 108th Congress, the City of San Antonio will continue working with Congressman Rodriguez to secure funding to complete the Mission Trails Project.

Financial Impact

Should this funding request be approved, the City would receive up to \$3.52 million in federal assistance. This appropriation would be matched with local funds in the amount of \$880,000. Future council action may be needed to appropriate local funds for the Mission Trails Project.

National Energy Policy

Proposal

To support energy policy legislation that promotes the increased production, supply, transportation, and conservation of domestic energy resources.

To support electricity legislation that does not preempt state law regarding the implementation of retail competition and that protects the interests of San Antonio electric and gas customers.

To support a multi-pollutant/integrated approach that emphasizes the need to develop energy and air quality policies that assures achievement of both environmental quality and energy security goals.

To support a greenhouse gas strategy that is based on sound science and takes into account that emissions that might affect climate change are distinct from emissions characterized as pollutants, which have a clearly defined and well understood effect on public health.

Background

Energy Policy – The nation's energy supply has increasingly become a topic of consideration in the debate over national security. Scarcity of supply and transportation capability puts the United States at risk for significant disturbances in availability and affordability should a crisis occur.

The country must update and coordinate the nation's energy policy to provide for increased production of domestic energy sources. The 107th Congress took significant steps toward completing the development of a new national energy policy. These efforts fell short as the Congress adjourned without providing congressional leaders the opportunity to finish the job. The 108th Congress is expected to take an early look at existing federal policy and consider significant changes.

Electricity – In 1999, Texas passed legislation to transition the state to competition on January 1, 2002. It is expected that the 108th Congress will reform energy policy, which will bring about changes to existing electricity law. These changes have the potential of affecting the Texas electricity market.

Energy and Air Quality Policies - Air quality and other environmental issues will play a prominent role in the 108th Congress. In addressing air quality, there is considerable discussion about taking a comprehensive, incentives-based approach to tougher regulation of air emissions. Key elements include an integrated program for controlling multiple air pollutants (NO_x, SO₂, and mercury), using market-based mechanisms, and reforming existing regulations to achieve emission reductions at lower costs, while assuring electric reliability, reasonable electric costs, and energy security.

Greenhouse Gas Strategy - Some advocate the inclusion of greenhouse gas (carbon dioxide) emission controls as part of a multi-pollutant emissions reduction approach. In contrast, City Public Service believes that a greenhouse gas strategy should be developed as a separate program that considers both the discrete characteristics of greenhouse gases (as distinct from identifiable public health consequences of pollutants) as well as the need to address a reduction in greenhouse gases. Unlike health-based pollutants that have measurable cost/benefit ratios and emissions reduction technologies that take these into account, there are no similar benchmarks by which to measure the costs and benefits of carbon capture technologies available to assist industry and policy makers in establishing policies for the reduction of gases.

Financial Impact

The financial impact of this initiative on the City of San Antonio cannot be determined at this time.

Port of Entry Designation for the San Antonio International Airport

PROPOSAL

To obtain at least a two-year extension of the Port of Entry designation for the San Antonio International Airport.

BACKGROUND

On November 9, 2000, President Clinton signed into law H.R. 4868, the Miscellaneous Trade and Technical Corrections Act of 2000. This legislation includes a provision to designate San Antonio International Airport as a U.S. Port of Entry, where private aircraft may land for processing by the U.S. Customs Service. As a result of this designation, general aviation aircraft operators no longer have to stop in Laredo or Brownsville to clear Customs if San Antonio is their final destination. The designation was for a two-year term, which expired on November 9, 2002.

In an effort to continue this program, language was included in H.R. 5835, the Miscellaneous Trade and Technical Corrections Act of 2002, to extend the designation for two more years. The House passed this bill on October 7, 2002. The Senate, however, was working on its own version of this trade bill, which included the same language as the House version. However, the Senate version was not completed before the 107th Congress adjourned, and as a result, the designation lapsed.

The Port of Entry designation has been very successful and has received overwhelming support from many San Antonio-area businesses, such as HEB, H.B. Zachry, Valero and USAA. In fact, over 125 letters of support were sent to the San Antonio congressional delegation, urging the continuation of this program.

The San Antonio International Airport provides facilities, security and law enforcement support services to process general aviation aircraft at no charge to the federal Customs Service. During the two years the Port of Entry designation was in place, Customs reported no incidents that would indicate a problem in providing this service, and, therefore, continuation of this designation for the Airport.

FINANCIAL IMPACT

The airport designation is an important component of the City of San Antonio's economic development efforts, which includes the expansion of international trade as a result of the North American Free Trade Agreement. The Airport's Customs' clearance for general aviation aircraft has increased 67 percent since the program's inception in 2001.

TEA-21 Reauthorization

Proposal

To support the reauthorization of the Transportation Equity Act for the 21st Century.

Background

The Transportation Equity Act for the 21st Century (“TEA-21”) provided for a significant increase in funding for federal surface transportation programs. This was, in large part, the result of a successful effort to link the revenue stream for highway trust funds to significant increases in spending for highway, highway safety, and transit programs. TEA-21 has allowed states greater flexibility in how they use their transportation funds, retention of the existing highway trust fund funding framework established through TEA-21, financial assistance for physical infrastructure security, streamlining of environmental evaluations required by the project approval process, a new categorical grant program for highway safety, and an increased focus on reducing drunk driving and increasing seat belt use.

The City of San Antonio supports the following “high priority” San Antonio area projects:

Bus Rapid Transit

This proposed project consists of enhanced bus service along Fredericksburg Road, extending from the San Antonio Central Business District to the South Texas Medical Center, for a distance of approximately 8.7 miles. Total Project Cost: \$24 million. Federal Funds Requested: \$12 million.

New Luke Road Trade Corridor

This project consists of a divided, four-lane boulevard, with landscaped medians and access management. The project starts at the intersection of 36th Street at Growden Road, and ends at the intersection of Billy Mitchell Boulevard at Spur 371. The improvements will provide truck access to develop air cargo, aircraft maintenance and repair, and overhaul and logistics distribution, for KellyUSA. Total Project Cost: \$12.7 million. Federal Funds Requested: \$8 million.

Loop 410 Ramp Project

This project includes the construction of two bridges over a Union Pacific railway, which will provide entrance/exit ramps to Freeport Road (Freeport Business Center) from Interstate 410 in southwest San Antonio. Total Project Cost: \$5 million. Federal Funds Requested: \$3.5 million.

Kelly Parkway Right of Way

This request for federal demonstration funds is for the first phase in developing Kelly Parkway. This project involves the acquisition of railroad right-of-way from the Union Pacific Railroad Company, from north of US-90 to Leon Creek. Total Project Cost: \$12 million. Federal Funds Requested: \$9.6 million.

ITS Linkage to Corpus Christi

The Intelligent Transportation System (ITS) linkage to Corpus Christi project will expand the San Antonio region's existing ITS infrastructure. The expansion of this system will enhance commercial vehicle operations activities and emergency evacuation in the IH-37 corridor. Total Project Cost: \$4 million. Federal Funds Requested: \$3.2 million. (Please see Appendix G for further information.)

San Pedro Hike and Bike Trail

This project is Phase 1 of a larger system of bicycle and pedestrian facilities that would extend from San Pedro Creek, at its headwaters at the springs in San Pedro Park, to its confluence with the San Antonio River. The project would provide a bicycle and pedestrian trail traversing downtown San Antonio via San Pedro Creek, from the San Pedro Creek inlet tunnel near Cameron Street, and IH-35 to Durango Street. Total Project Cost: \$5 million. Federal Funds Requested: \$4 million.

ITS Technologies

This project consists of four elements: Communication Systems, Traffic Plan Development, Control and Monitoring Systems, and System Modeling. The overall project objective is to provide significant and measurable improvements to the movement of traffic in San Antonio. Total Project Cost: \$4 million. Federal Funds Requested: \$3.2 million.

Fredericksburg Road/Medical Parkway Grade Separation

This project includes the construction of a bridge over Fredericksburg Road, which would facilitate the movement of traffic entering and exiting the South Texas Medical Center from IH-10, using Medical Parkway. The project will also include the reconstruction of Medical Parkway and

Fredericksburg Road, in the vicinity of the intersection. Total Project Cost: \$17 million. Federal Funds Requested: \$8 million.

The total project costs for these “high priority” projects is \$83.7 million. Of this amount, \$51.5 million in federal funding will be needed, with \$12 million coming from the Transit Title, and \$39.5 million from the Highway Title. (Please see Appendix H for further information.)

Financial Impact

An efficient, safe and reliable public transportation infrastructure is critical to a community’s social and economic health, and stability. Texas communities are fundamentally dependent on an efficient, interconnected, and balanced transportation network. Increased capacity of the City’s roadways, public transportation infrastructure, airports, railroads, and port facilities will be critical to San Antonio’s ability to sustain strong economic growth in future years. The enhancements and construction of the City’s public transportation system will have a positive and direct effect on the community’s economic development and strength. The “high priority” projects listed above will do much to increase San Antonio’s public transportation system and economic growth.

Omnibus Legislative Policy

PROPOSAL

To support federal regulations or legislation which would clearly benefit the City and oppose any regulations or legislation that would clearly be detrimental to the City's interests.

BACKGROUND

In 1995 Congress created a mechanism that would place obstacles in the path of imposing new, unfunded federal mandates on the taxpayers of the nation's cities and towns. The law created a mechanism to force Congress and the White House to acknowledge the impact of proposed unfunded mandates on state and local governments. However, it left untouched federal authority to preempt traditional municipal rights, responsibilities and revenue resources.

The City of San Antonio has historically endorsed legislation that would clearly benefit the City and opposed all bills that met one or more of the following criteria:

- Undermine the principles of self-government;
- Mandate increased cost to cities, including environmental mandates;
- Result in the loss of revenue to cities or change the authority of the City to generate revenues;
- Diminish the fundamental authority of cities to operate in a manner consistent with the best interest of the health, safety and welfare of the general public; and/or
- Preempt municipal authority, such as franchising, zoning, permits, licenses and municipal code development, and interfere with municipal control over the rate and nature of local taxation.

FINANCIAL IMPACT

This policy will assist the City staff and government affairs consultants in expediting measures to defeat detrimental legislation and play a pro-active role in passing beneficial legislation.

APPENDIX A

Brooks City Base Center of Excellence in Biotechnology/Bioprocessing Education and Research

PROPOSAL

This request is for UTSA and Brooks City Base to secure \$2.8 million in continued funding, for 1 year, to support the preparation of a building at Brooks City Base and the education research that will help prepare the city, state, and country for a possible bio-terrorism attack. The University of Texas at San Antonio (UTSA), in conjunction with Brooks City Base, has planned a Center of Excellence in Biotechnology/Bioprocessing Education and Research (CEBBER) to be located at Brooks CityBase. A total of \$3.1 million has been allocated by Congress to renovate and equip Building 175W with a state of the art equipment to be used for research in areas of cell and tissue culture and bacterial growth. These will be used to purify materials used in vaccine development, biosensor production and biological pharmaceuticals, all of which address urgent national needs and, in particular, address possible terrorist biological attacks with biological and chemical weapons. Additional non-federal funding will be sought. Recently (December 2002) another \$700,000 has been provided for additional equipment by a Texas foundation.

The present request is for \$2.8 million for starting this facility by providing staffing, research funds and support for the facility. The desired goal is to ramp this facility up to full operation in the minimum amount of time. This will result in the timely development of the biosensors, vaccines, and related scientific discoveries in addition to the trained personnel needed for our national defense.

BACKGROUND

Congress recently invested funds (\$2.1 million) to create the UTSA/Brooks City Base Biotechnology/Bio-processing Training Center. This project involves a building at Brooks AFB to be converted into a Biotechnology/Bioprocessing lab, which will enable the city, state, and country to prepare for a possible bio-terrorist attack. The Center would provide space to conduct basic training for skills needed to produce ant-toxins and vaccines to defeat any bio-terrorist attack. This facility will also enable the State of Texas to secure an even bigger anti-terrorism project, a Department of Defense vaccine production facility.

FINANCIAL IMPACT

This project will provide a trained workforce for research on materials and concepts urgently needed for defense against biological and chemical agents that could be employed against the United States in bio- terrorist attacks. The same techniques and basic discoveries will also have civilian use in defending against natural outbreaks of infectious agents. The graduate students, Air Force personnel,

and other personnel trained at the facility will learn how to produce and research with vaccines, biosensors and similar products.

APPENDIX B

Center for Infrastructure Assurance and Security (CIAS)

PROPOSAL

To secure \$5 million in federal funding to support the education research and development efforts of the Center for Infrastructure Assurance and Security (CIAS).

BACKGROUND

The Center for Infrastructure Assurance and Security (CIAS) is designed to leverage San Antonio's Infrastructure and Assurance (IAS) strengths as part of the solution to the nation's deficit of IAS talent and resources. The CIAS will be the anchor of a collaborative multi-tiered program focused on growing San Antonio's IAS talent and supporting national IAS Research and Development.

Members from private industry, academia, and the government have created a blueprint for developing a multiple entry, multiple exit pipeline of IAS talent, anchored around the Center for Infrastructure Assurance and Security (CIAS) at The University of Texas at San Antonio. CIAS is a coordinated effort between the Air Intelligence Agency at Lackland AFB, private IAS companies, 2-year and 4-year colleges, training institutions, and research institutions. The CIAS will serve as a source for funds and talent supporting undergraduate and graduate research to further develop San Antonio's base of IAS talent.

Initial research areas include the development of a State/Regional Infrastructure Protection System, Infrastructure Assurance assessments of wireless and biometrics technology, intrusion detection and recovery, and voice over IP security. The center's initial research will focus on security assessments of biometrics devices as mandated by Congress.

The CIAS will work closely with the world renowned "Security Hill" and its agencies, the Air Intelligence Agency (AIA), the Joint Information Operations Center (JIOC), the Cryptologic Systems Group (CSG), and the Air Force Computer Emergency Response Team (AFCERT), to perform Research and Development on the critical and complex security-focused matters facing them. Additional cooperative efforts between Security Hill and CIAS include student internships, joint conferences, education and training programs, and adjunct professors. The CIAS will work with local school districts and colleges to create the Infrastructure Assurance and Security Academy (IASA) at the high school level.

The IASA is modeled after the successful Aviation Academy at Kelly USA, with courses offered at two campuses so that every student in the city will be within 20 minutes of classes. The program is designed for both vocational training and college prep. These students will earn college credit as well as learn the skills to support high paying jobs.

The CIAS and IASA will be linked with 4-year universities, the Alamo Community College District campuses, Adult Education institutions, and various for-profit and non-profit training organizations. This linkage will complete a one-of-a-kind pipeline for IAS talent generation. The pipeline extends from high school through graduate school and offers multiple entry and exit points.

FINANCIAL IMPACT

The financial impact is undetermined at this time.

APPENDIX C

Vaccine Production Facility

PROPOSAL

To support the creation of a Department of Defense (DOD) Vaccine Production Facility in San Antonio, preferably at the Brooks Technology and Business Park, and to support the development of San Antonio as a recognized center for homeland security research and development.

BACKGROUND

With the increased emphasis on homeland security by the federal government, a large amount of money has been appropriated for research and development of technologies to enhance the security and defense of America's homeland. For example, the Public Health Security and Bioterrorism Preparedness Act of 2002, passed into law in June 2002, has over \$2 billion in federal funding for homeland security. The community is developing a community-wide strategy and establishing a central organizational structure to market our assets and capabilities in an effort to attract homeland security research and development dollars to San Antonio. Being successful in receiving this funding will serve to spotlight San Antonio's capabilities in the research and development of homeland security technologies and increase the chances of having the federal vaccine production facility locate in the city.

The National Defense Authorization Act for FY 2002 authorizes the Secretary of Defense (SECDEF) to carry out a program to aggressively accelerate the research, development, testing, and licensure of new medical countermeasures for defense against biological warfare agents. Subject to the future appropriation of funds, SECDEF is also authorized to design and construct a facility for the production of vaccines to meet Department of Defense (DOD) requirements to prevent/mitigate the effects of exposure to biological warfare agents. DOD would operate the facility and contract with the private sector to produce the vaccines. By February 1, 2002 SECDEF must submit a plan with recommendations for establishing a new vaccine production facility. The project budget could be as large as a billion dollars. Several communities are seeking the facility.

The City, in partnership with the entire community of public and private sector leaders, academic institutions, bio-medical organizations, utility providers and other stakeholders, is pursuing homeland security R&D grants, as well as specifically seeking the establishment of a new DOD vaccine production facility in San Antonio, ideally at the Brooks Technology and Business Park. By locating a federal vaccine facility in San Antonio, DOD will leverage the extensive broad-based research, medical and biotechnology assets that already exist in our community.

San Antonio's homeland security assets include:

- Air Force capabilities at Brooks Air Force Base - clinical epidemiology laboratory, molecular biology, DNA diagnostics, chemical and radiological sensors, linkages with the Centers for Disease Control, etc.
- Southwest Foundation for Biomedical Research - non-profit biomedical research institution, Regional Primate Research Center, only BL-4 containment facility west of the Mississippi, certified laboratories, vaccine research, etc.
- University of Texas Health Science Center (UTHSC)- medical, dental and nursing schools, diverse clinical and infectious disease research, and clinical trials management.
- University of Texas at San Antonio - Biotechnology Center of Excellence, partnering with UTHSC on masters and doctoral programs in biomedical engineering, and partnering with Brooks AFB.
- Southwest Research Institute – Large, broadly based applied research organization conducting biological and chemical development programs.
- Wilford Hall Medical Center - U.S. Air Force Medical Center Hospital, Level-1 trauma center.
- Brooke Army Medical Center - U.S. Army medical center hospital, Level-1 trauma center.
- Fort Sam Houston - U.S. Army Medical Department Center and School, veterinary laboratory with access to various infectious organisms.
- Texas Research Park - biomedical product development and clinical trials, laboratory space, etc. Local pharmaceutical and biotechnology companies, such as ILEX Oncology, DPT Laboratories, BioNumerik, INCELL, and Mission Pharmacal. Local IT and telecommunications organizations such as OnBoard Software, Symantec, SBC, the Center for Infrastructure Assurance and Security, and the Air Intelligence Agency.

In an effort to receive homeland security projects and the vaccine facility, the City will also need to partner with potential private sector companies who will likely compete for such projects once DOD decides to proceed with any requests for proposals or grant applications. Securing homeland security projects and a new vaccine facility will greatly facilitate the success of the Brooks City-Base project, continue growth in our strong bioscience and information technology industry sectors, provide new good paying high-tech jobs, and attract related information technology and bio-technology companies and jobs to the area.

FINANCIAL IMPACT

Success in receiving the grant money for homeland security initiatives will cost some staff time but will potentially result in a large net gain due to the large amount of federal money that will flow to the various organizations within the city. With regards to the vaccine facility, the City will likely need to offer robust and favorable business incentives, such as a tax phase-in, to private sector bidders who are willing to partner with San Antonio in submitting a competitive proposal to DOD.

APPENDIX D

Water Quality

Proposal:

To secure \$3 million to plug abandoned water wells in Bexar County.

Background:

Abandoned Water Wells or Deteriorated Wells pose a serious threat to groundwater resources, a liability risk to landowners, and a safety hazard to children and animals. Abandoned wells serve as a conduit, allowing water runoff to flow directly into an Aquifer, often carrying fertilizers, pesticides, herbicides, urban pollutants and waste from both wildlife and livestock. Abandoned Wells are also susceptible to intentional terrorist acts of contamination.

Abandoned wells top the list of potential groundwater contamination sources. They have been identified as significant sources of groundwater degradation by the Texas Rural Water Association, Groundwater Conservation Districts, the Bureau of Economic Geology, the Texas Water Development Board, the Texas Commission on Environmental Quality, and the Texas Groundwater Protection Committee. Most importantly, abandoned water wells are a source of contamination that can be eliminated.

The Texas Department of Licensing and Regulation's Water Well Drillers Certification Division estimates the existence of approximately 150,000 abandoned water wells in Texas. Additionally, abandoned and deteriorated water wells contribute to groundwater contamination. However, no mechanism exists to fund the plugging of abandoned water wells located on land for which the owner cannot be located or does not have sufficient funds. Therefore, the financial responsibility falls on SAWS and its ratepayers.

Financial Impact:

SAWS staff will need to conduct fiscal impact assessments of any specific legislation introduced. However, the cost to plug an abandoned well may be as little as \$2,500 and as expensive as \$150,000. Currently, SAWS must give priority to wells that pose the great risk to public health and safety.

APPENDIX E

Water Infrastructure Security

Proposal:

To secure \$1.7 million to meet SAWS infrastructure security needs.

Background:

Since the September 11 tragedy, the San Antonio Water System has taken aggressive steps to safeguard San Antonio's water supply. Congress is presently considering a bioterrorism bill and other legislation and appropriations aimed at securing municipal water systems. SAWS will continue to promote inclusion in the bill of sufficient funding for this purpose, as well as seek targeted funding opportunities in relevant appropriations bills:

➤ Vulnerability Assessment (VA)- Training for selected SAWS' staff	\$50,000.
- Associated software and hardware	\$25, 000
➤ Security needs for 40 SAWS locations	
Security cameras	\$500,000
Central Video Monitoring Room w/associated equipment	\$100,000
Automatic Gates	\$150,000
Electronic gate locking devices (badge swipe systems)	\$300,000
New and improved Lighting system	\$100,000
New and improved fencing systems	\$250,000
New intercom systems	\$25,000
➤ Hydraulic barricade systems for Central Office delivery tunnel	\$75,000.00.
➤ Security Equipment to protect freshwater supplies from contamination threats through wireless monitoring, ladder alarms, hatch alarms, gates, and all access points to the Sadata Radio Transmission Units.	\$200,000.00
Total: \$1,775,000.00	

Strengthen SCADA Systems (High priority):

SAWS depends on linked remote monitoring and control systems known as Supervisory Control and Data Acquisition (SCADA) systems. Research by the National Security Agency has shown such

systems generally to be vulnerable to a terrorist attack. In the case of a water system such an attack could be used to impact water supplies or quality. If experience is a guide, these systems are among the most vulnerable aspects of any water system. (Because of the volumes of water that flow through a system, dilution reduces the likelihood of all but the most sophisticated chemical-biological physical attacks on the system.) Funding and technical assistance are necessary to harden SAWS' SCADA systems. This is a particularly high priority area.

Technical Assistance with Security Audits and Threat Assessments:

A security audit and threat assessment program to target security enhancements is necessary to effectively combat threats. Experts from the Department of Health and Human Services and the Department of Defense conduct such. Their technical expertise would provide direction for SAWS to effectively upgrade security measures.

Enhance Employment Screening:

In addition to the threat from a strictly external terrorist assault, there is always the potential for an "inside job" with a terrorist inserting themselves into any large organization. Funding and technical assistance to enable us to strengthen screening of current and future employees, within the parameters of current labor law, would greatly help SAWS reduce this potential threat.

Develop and Deploy New Technologies:

All water systems monitor for contaminants and water quality but they were not designed to monitor on a real time basis for the poisons a determined terrorist would use. Federal assistance is needed to develop, test, and deploy a new generation of chemical-biological contaminant monitoring systems that would also address the terrorist threat. Such technologies would public confidence in the safety and purity of America's water.

Improve Capabilities of First Responders to Confront a Water Attack:

Federal assistance is needed to ensure that first responders are properly trained, equipped and ready to provide crisis response and additional security in the event of a terrorist attack on water infrastructure facilities. For example, local medical facilities should be trained and equipped to address a terrorist attack using Weapons of Mass Destruction. Recent studies show that federal, state and local response capabilities are not yet adequate to meet the potential threats.

Financial Impact:

The items identified are critical in order for SAWS to protect our water supply, wastewater, and water distribution system, and federal assistance will assist getting these measures online. Once installed, SAWS will assume all operational and maintenance costs.

APPENDIX F

Tri-Service Research Facility

Tri-Service Research Facility (TRSF)

BACKGROUND:

- This TRSF MILCON will construct two structures; a Tri-Service Directed Energy (DE) Bioeffects Research Lab and an adjacent Veterinary Sciences facility
- Goal of this project is to consolidate all DE bioeffects work and collocate all veterinary functions within the enclosed, secure and gated area referred to as the 1100 compound
 - The 57,000 sq ft Tri-Service DE Bioeffects Research facility will consolidate scattered research functions into one building, near existing research facilities. This action will lower operating costs, reduce the number of facilities (65,805 sq ft reduction), and enhance the Tri-Service goal of providing a one-of-a-kind DoD directed energy bioeffects research laboratory to develop safety standards to protect military and civilian personnel against laser and microwave exposure and to develop non-lethal directed energy weapons for the DoD.
 - The 37,000 sq ft Veterinary Sciences Laboratory will consolidate distant, geographically dispersed veterinary medical facilities into a single structure in proximity to researchers to achieve a greater physical security, reduce movement of animals and personnel, diminish operating costs and maintenance, and reduce the number of buildings (18,834 sq ft reduction).

DISCUSSION:

- Existing facilities (a total of 178,639 sq ft) were constructed in the late 1950's and are rapidly approaching substandard condition due to age and wear.
- The geographically scattered facilities heighten security concerns, cause duplication of equipment, and reduce the productivity of our scientific and engineering staff.
- The Brooks Tri-Service program has outgrown the capacity of existing facilities, resulting in a continued shortfall in research efficiency and making the bioeffects research program more costly.
- The opening of the Brooks City Base to the community has made both research facilities and staff more vulnerable to animal right's activists who threaten destruction of research facilities. The new MILCON will dramatically increase security.

CONCLUSION:

- The Tri-Service Research Facility will allow consolidation of all directed energy bioeffects research into an established secure compound.
- This TRSF will provide a total of 94,000 sq ft at a total cost of approximately \$23M.
- The TRSF will replace 10 buildings, which will become available for reuse/demolition.

- This MILCON had received a high priority ranking from AFMC for FY04 funding, but has been delayed to FY 07 or later by recent budget action by HQ USAF. Senator Hutchison has inserted \$1M into the FY03 MILCON legislation for design of the TRSF. This action will serve to accelerate planning and reduce construction costs.

Tri-Service Activity in Directed Energy Bioeffects

- The Air Force Research Laboratory is host for the Tri-Service Reliance Activity in directed energy bioeffects, including laser and radio frequency radiation (RFR). Reliance units collocated at Brooks AFB TX include Air Force Research Laboratory, U.S. Army Medical Research Detachment of Walter Reed Army Institute of Research (WRAIR), and Naval Health Research Center Detachment.
- Tri-Service Activity was established at Brooks AFB TX as a result of BRAC-89. It achieved DOD “Critical Mass” in directed energy bioeffects research and eliminated duplication. It permits sharing/leveraging of specialized personnel and experimental facilities, and serves as model for all tri-Service research.
 - Army conducts bioeffects research with emphasis on treatment of directed energy injuries.
 - Navy conducts bioeffects research with emphasis on threat assessment and personnel health/safety
 - Air Force conducts bioeffects research with emphasis on protection and non-lethal weapons.
- Each Service is independently funded to meet Service specific customer requirements.
 - No joint agency formed; no high level oversight required; Air Force is host only.
 - Normal concept of operations involves joint planning, but allows independent execution of research and development projects to meet service unique requirements.
 - Collocation affords immediate consultation in response to operational concerns such as laser exposures in Bosnia during 1998-99 and Afghanistan 2002 conflicts.
- AFRL/HED - Laser/RFR research already at Brooks: 55 military, 60 civilian, 107 on-site contractors and 117,000 square feet of office and laboratory space located in 14 buildings. AFS&T budget of approximately \$10M leveraged by \$5M outside funding.
 - Veterinary sciences supported by 8 Army personnel (4 officer, 4 enlisted) at no cost to AF; Outgrowth of 1981 abolition of AF Veterinary Corps and transition of veterinary support responsibility to Army.
- U.S. Army Medical Research Detachment of the Walter Reed Army Institute of Research collocated in 1992 (lasers) & 1994 (RFR): 10 military, 15 civilian, 12 on-site contractors, and 29,000 square feet of office and laboratory space in five buildings. Army S&T budget: \$3.1M.
- Navy's Electromagnetic Radiation (EMR) Bioeffects Research Program, Detachment of

Naval Health Research Center (formerly NMRI) collocated in 1994: 6 military, 11 civilian, 7 on-site contractors, and 14,000 square feet of office and laboratory space in four buildings. Navy S&T Budget: Approximately \$2.0M.

- Tri-Service Bioeffects Laboratory is the center for non-ionizing radiation hazards research, a national and DOD resource. Research is “dual use” and published in peer reviewed scientific journals. Capabilities at Brooks are the best in the world. The RFR program is a World Health Organization collaborator.
 - Existing 55,000 square foot Frank M. Tejeda Directed Energy Bioeffects Laboratory dedicated April 1998 houses tri-Service programs and supplements 160,000 square feet of research floor space.
 - Tri-Service program conducts research at many levels (molecular and cellular models, rodents, small animals, non-human primates, and humans).
 - Joint facilities include 15 different radio frequency radiation and acoustic emitters, as well as multiple laser test facilities. Research done with tri-Service partners accounts for over 90% of data to support both national and international RFR and Laser safety standards.

APPENDIX G

Intelligent Transportation System

PROPOSAL

To obtain funding for San Antonio's Intelligent Transportation Systems: Integrating Multi-Modal Technologies.

BACKGROUND

The San Antonio region has been a leader in Intelligent Transportation Systems (ITS) applications over the past decade. The region's existing ITS includes a transportation management center located at the TransGuide facility at IH-10 and IH-410. TransGuide currently provides motorists with "real time" traffic information, which includes notification of incidents such as hazardous spills or accidents, travel times, and roadway conditions during inclement weather. The traffic information is displayed on strategically located dynamic message signs on IH-10, IH-35, IH-37 and IH-410 US 281, US 90 and Loop 1604 and arterial dynamic message signs on Fredericksburg Road.

The "real time" traffic information is obtained with the use of surveillance cameras and detection devices. These devices are installed throughout the system. The devices allow operators to monitor the freeway to detect and verify that an incident has occurred. Once an incident has been verified, the operator must answer three questions that will appear on his computer screen. The three questions involve identifying the type of incident, number of lanes closed and determining whether vehicle demand will exceed the capacity of the remaining open lanes. As soon as the questions are answered, the system will search through 30,000 pre-determined, customized solutions. The system will offer a solution to the operator. This process was developed for NASA space shuttle flights and eliminates selecting responses manually. It allows the operator to focus his attention on the scene and task technology to do the system work.

In addition, an Automatic Vehicle Identification (AVI) system is operational and facilitates the calculation of current vehicle speeds, thus providing motorists with freeway "real time" travel times. The AVI travel tags support the "real time" travel time displays on all of the 70 dynamic message signs currently in operation in the San Antonio region. The system is fully integrated with TransGuide and does not require operator interface. By updating travel times every minute, it is the most advanced system in the United States. The integration of the City of San Antonio's traffic signal system with freeway operations is demonstrated in a dynamic route diversion system on IH-10 and Fredericksburg Road.

TransGuide also provides citizens with "real time" traffic information prior to starting their trip through the use of traveler information kiosks. These kiosks are located throughout the region. TransGuide also provides "real time" traffic information to local television, radio stations and traffic

service companies during the morning and evening commuting times. A dynamic parking information system for public parking facilities located in the central business district and at the San Antonio International Airport is currently under design. It is envisioned that this dynamic parking information system will be integrated with the existing AVI system, thus providing interoperability of one technology supporting several applications.

Project Scope: Expansion of San Antonio's Intelligent Transportation System

The San Antonio's Intelligent Transportation Systems: Integrating Multi-Modal Technologies project will expand the San Antonio region's existing ITS infrastructure. In addition, the project will provide for an operational test to assess the effectiveness of "center to center" communications. For example, communicating "real time" traffic information from a transportation management center located in one region to a transportation management center located in another region of the State. In this project, the communication linkage between transportation management centers will facilitate the effective and efficient movement of commercial goods, military convoys and emergency evacuation along the IH-37 corridor connecting San Antonio and Corpus Christi. This project will also facilitate commercial vehicle operational issues associated with North America Free Trade Agreement (NAFTA).

The project will have numerous infrastructure requirements. The backbone of the project is a fiber optic communications system that will be installed within the TxDOT right-of-way along the IH-37 corridor. Other major infrastructure components include, but are not limited to, the installation of freeway and arterial dynamic message signs, various detection and surveillance systems, weather detection system, at-grade railroad crossing systems, long haul traffic probe applications versus the existing traditional short haul AVI systems and systems integration.

The City of San Antonio and the Greater Kelly Development Authority have been developing an inland port concept for KellyUSA. The Port of Corpus Christi is currently identifying opportunities to expand its port. This project, San Antonio's Intelligent Transportation System: Integrating Multi-Modal Technologies, will facilitate the expansion of the Port of Corpus Christi and the development of an inland port at KellyUSA.

The project will provide for the effective and efficient movement of commercial goods traveling either by rail or truck along the IH-37 corridor from the Port of Corpus Christi to a distribution center at KellyUSA or an inter-modal rail yard in the San Antonio region. Truck and rail traffic will receive "real time" traffic information. This "real time" traffic data will be detected with the use of surveillance cameras and detection devices installed along the corridor. A fiber optic communications backbone installed in TxDOT right-of-way will provide the communications link between San Antonio's TransGuide, the Port of Corpus Christi and TxDOT's Corpus Christi District Transportation Management Center. The detection of "real time" traffic data will provide the travel times within the IH-37 corridor. This "real time" traffic information will be transmitted to commercial vehicles or rail operators moving goods between the Port of Corpus Christi and KellyUSA's inland port using several different methods. The various methods include displaying the information on strategically placed dynamic message signs along the IH-37 corridor, to displaying the information on "in-vehicle" navigational devices installed in commercial vehicles. Strategic at-grade rail crossings

will be instrumental to provide truck traffic with pre-planned diversion routing to the inland port or the multi-modal rail yard.

The San Antonio's Intelligent Transportation System: Integrating Multi-Modal Technologies project has direct benefits to the Department of Defense. This same "real time" traffic information can be transmitted to military convoys while en route to the Port of Corpus Christi through San Antonio or to a central dispatcher at Fort Hood advising of travel delays and travel times to the port. Fort Hood is the largest military material depot in the continental United States. The Port of Corpus Christi has been designated a Strategic Military Port, consequently the port is responsible for deploying the Department of Defense within 24 hours following notification.

In addition, the project has direct benefits during hurricane evacuation. Providing citizens and public safety officials with a continuous flow of "real time" information will assure the safe evacuation of the Texas coast during a hurricane. The information transmitted to citizens and public safety officials during the evacuation will include not only traffic delays along the corridor but also weather conditions, and traveler advisories. This project will allow for public safety officials to manage traffic conditions by taking advantage of all the roadway capacity in the corridor and the San Antonio region. As the storm moves into the San Antonio region, the emergency traveler information system will be activated from the City of San Antonio traffic management center at TransGuide. The emergency traveler information system will provide motorists with traveler advisories of low water crossings and display detour information on arterial dynamic message signs. The dynamic message signs will also provide information pertaining to the location of available emergency shelters.

The benefits of the San Antonio's Intelligent Transportation Systems: Integrating Multi Modal Technologies project contribute to meeting EPA standards for air quality. Currently, the San Antonio Metropolitan Statistical area's elevated ozone levels are considered "near nonattainment" and may potentially exceed EPA standards if air pollution is not controlled. Vehicle emissions are the largest source of air pollution contributing to ground-level ozone in the San Antonio area. This project assists in reducing air pollution through the reduction of vehicle delay, reduction of travel times, implementing incident diversion routes maintaining consistent speeds and managing signal timing to facilitate vehicle movements on the arterials.

The San Antonio's Intelligent Transportation Systems: Integrating Multi-Modal Technologies project in providing "real time" traffic and weather information will promote economic growth and safety for the citizens of South Texas.

FINANCIAL IMPACT

The San Antonio District of TxDOT is currently developing cost estimates for this project. The City of San Antonio will seek 100% federal funds from the Department of Transportation and Department of Defense for this project. In addition, the participating public agencies will seek a private sector communications provider to assist with this project.

APPENDIX H

Reauthorization of TEA 21 Recommendations

The San Antonio Mobility Coalition, Inc., a public/private funded transportation advocacy group, recommends the following items to be considered by Congress in reauthorizing TEA 21:

INCREASE TRANSPORTATION FUNDING

- Increase the TEA 21 \$ 27.7 billion funding minimum guarantee in order to meet current and future mobility needs of the nation.
- Ensure that the ALL interest earned are credited to the Highway Trust Fund. It is estimated that over the term of the next federal transportation legislation as much as \$ 2 billion in additional revenue could be available.
- Assess user fees on gasohol equal to the amount on gasoline. In addition, redirect to the Highway Trust Fund the 2.5 cents that is collected on gasohol that is sent to the General Revenue Fund.
- Draw down the Highway Trust Fund balance, estimated to be \$ 27 billion in FY 2003, at \$ 5 billion per year for the life of the reauthorization of TEA 21.

FUNDING EQUITY

- Continue efforts of TEA 21 to provide funding equity to donor states.
- Propose increasing the minimum funding guarantees to the states from 90.5% to 95% of Highway Trust Fund contributions.

RETAIN STRUCTURE OF TEA 21

- Maintain the flexible program funding provisions, whereby the states and urban areas have the ability to fund multimodal transportation projects, including highway, transit, rail, bicycle and pedestrian projects.
- Redefine the eligibility requirements for the Border and Corridor program. This will ensure that funding is provided to the communities that are directly affected by the increase truck traffic resulting from international trade.

ENVIRONMENTAL CONSIDERATIONS

- Continue the effort to streamline the environmental review process.

- Synchronize the Air Quality Planning and the Transportation Planning horizons.
- Redefine eligibility requirements for the Congestion Mitigation Air Quality (CMAQ) program to include near non-attainment Metropolitan areas that have entered into an Early Action Compact with EPA.

Finally, Congress should commit to pass the successor legislation to TEA 21 no later than September 2003. Expeditious enactment will ensure the key economic generator will continue to contribute to our nations economic vitality.